

Quiet Flying Techniques

Overflights of Residential Areas & Altitude:

The Hayward Executive Airport is located in close proximity to several residential neighborhoods which are impacted by either noise and/or overflights. There are noise-reducing flying techniques that, without much effort, can be applied by pilots and make a dramatic difference.

1. **overflights** of residential areas **should be avoided** unless absolutely necessary for safety reasons.
2. the airspace between your aircraft and the ground is not only your best friend, but **increasing your altitude will decrease the noise impact** to the community. A low flying aircraft is also perceived as being dangerous by the community - so please climb as soon as possible!

Propeller & Power Adjustments:

High-performance aircraft with adjustable propellers are especially **noisy on take-off**, when the pitch angle is set to high RPM. Most aircraft operating manuals advise a pilot not to reduce the propeller pitch angle until a safe altitude is reached. While "safe altitude" leaves room for pilot interpretation, pilots **usually turn the propeller control knob either to the recommended RPM setting, or simply reduce the pitch angle by giving the knob about half a turn following gear retraction.**

In **some aircraft types**, the **manifold pressure (MP) is reduced at the same time by adjusting the throttle.** This results in a **dramatic noise reduction** while there is **plenty of power left to climb safely**, especially at Hayward's 47 feet field elevation. Aside from the noise factor, engine wear and fuel consumption are reduced by decreasing propeller RPM and MP.

Hayward's 5,024 ft. Runway 28L is in use 90% of the year. Runways 10R/28L are the preferred runways for Touch & Go and Stop & Go procedures. As high-performance aircraft must use 28L for departure, the **recommended procedure is a left turn before reaching the Golf Course and reducing propeller RPM on downwind.** When the **destination is east, a 270 degree left turn departure is commonly** used so that the **propeller RPM can be reduced overhead the field.** Thank you for thinking about reducing your propeller RPM as soon as possible!